

CHINA



MAIL.

Established February, 1845.

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HONGKONG, THURSDAY, MARCH 1, 1877.

日七十月正年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill. GORDON & GOSWELL, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DEACON & CO., 150 & 152, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSWELL, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUEEN & CAMPBELL, Amoy, WILSON, NICHOLS & CO., Foochow, HENDERSON & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WATSON, Manila, C. HENDERSON & CO., Macao, L. A. DA SILVA.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFMAN, Esq.
Deputy Chairman—F. D. SARNOCK, Esq.
AD. ANDER, Esq. A. MOLVER, Esq.
E. R. BELLING, Esq. S. W. POMEROY, Esq.
Hon. W. KESWICK, Esq. Ed. TOBIN, Esq.

CHIEF MANAGERS.

Hongkong, THOMAS JACKSON, Esq. Manager.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Office of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 15, 1876.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 2nd March, 1877, at Noon,—
Merino and Lambswool Socks, Tooth Brushes, Paint Brushes, Sailor's Knives, Flannel, Towels, Dark and Light Oak Color Paint, Varnish.

Also,

25 boxes Fresh California Apples.
5 " Dried do. Fruits.

And,

On account of the S. S. "Oceanic,"
8 cases Parrot-Jouet & Co's Champagne.
5 " Gaidier & Co's do.
4 " Heideck's do.
64 Blue Serge Shirts.
28 pairs do. Pants.
59 " White Duck Pants.
13 Jerseys.
244 tins Assorted Meats and Soups.

do., do., do.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Hongkong, February 27, 1877. mc2

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction on

MONDAY,

the 5th March, 1877, at 2 o'clock p.m., at Brooke's Cottage, the Residence of GEO. ARBER, Esq.—
The whole of his HOUSEHOLD FURNITURE, comprising: Dining-room, Sitting-room, and Bed-room Furniture.

Catalogues of which will be issued.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.
Hongkong, February 26, 1877. mc5

Auctions.

POSTPONEMENT OF SALE. PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. Geo. Dods, to sell by Public Auction, on

FRIDAY,

the 2nd day of March, 1877, at 12 o'clock Noon, at his Residence, 2, College Gardens,—

The whole of his HOUSEHOLD FURNITURE, consisting of: Drawing-Room Furniture in Walnut, made by Whitlock and Finlay of Edinburgh; Dining-room Furniture in Mahogany, by Finlay of Edinburgh; Brussels Carpets, Pictures, Glass-ware, Crockery, Bed-room Furniture, Books, Wines, &c.
A Semi-Grand PIANO, by Collard and Collard.
A SEWING MACHINE for Hand or Foot, by Singer.
A JARDINIERE, by Motz of London.
LOBBY FURNITURE, in Black-wood.

And,

One Parlour BILLIARD TABLE, with Balls, Cues, &c., complete.

At 3 p.m., by order of Sir John Smalls.
One Four Wheel CARRIAGE, for one or two Ponies, Davis, Long Acre, London, Builder, with Double Harness.
One Four Wheel BASKET CARRIAGE, for one or two Ponies, Arlot & Co., Paris, Builders, with Double Harness.

And,

1 Gentleman's SADDLE Complete.
1 Lady's SADDLE do.
1 DONKEY.

Catalogues will be issued, and the whole to be on view on and after THURSDAY, the 1st March.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, February 19, 1877. mc2

PUBLIC AUCTION.

LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

SATURDAY,

the 10th March, 1877, at Noon, on the Premises (unless previously disposed of by Private Sale).—

A Portion of that Piece or Parcel of GROUND, registered in the Land Office as Inland Lot No. 174, abutting on the North side thereof on a Close registered in the Land Office as Inland Lot No. 170, and measuring thereon forty-five feet, on the South side on the remaining portion of Inland Lot No. 174 and measuring thereon forty-five feet on the East side thereof on Peel Street, and measuring thereon twenty-nine feet, and on the West side thereof on Staveley Street and measuring thereon twenty-nine feet, which said Piece or Parcel of Ground contains in the whole 1317 square feet and is known as No. 3 Peel Street, together with the three-storyed TENEMENT or DWELLING HOUSE erected thereon.

Annual Crown Rent, \$15 5s.
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser.

The Property to be at Purchaser's risk on the fall of the hammer.
For further Particulars, apply to

LANE, CRAWFORD & Co.,

Auctioneers.

Hongkong, February 26, 1877. mc10

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

THE Undersigned has received instructions from Rev. R. H. KIDD to sell by Public Auction, on

MONDAY,

the 12th day of March, 1877, at 2 o'clock p.m., (instead of the time previously advertised), at his Residence, Albany Road,—

The whole of his HOUSEHOLD FURNITURE, comprising: Drawing-Room, Dining and Bedroom Suites, Sofas, Chairs, Easy Chairs, Mirrors, Tables, Pictures, Sideboard, Whatnots, Glass and Plated Ware, Crockery Ware, Bedsteads, Wardrobes, Toilet Tables and Glass, Washstands, &c., &c.

Catalogues will be issued, and the whole to be on view on and after SATURDAY, the 10th March.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, February 26, 1877. mc12

Intimations.

MacEWEN, FRICKEL & Co.

ARE NOW LANDING AN INVOICE OF

ROUYER GUILLET & Co.'s

CELEBRATED BRANDY.

This BRANDY is well known in England, the Colonies, and India.

The Firm possess Six Vineyards and Six Distilleries, and are amongst the largest shippers from Charente.

Qualities One *, Two **, Three ***, and Four ****, in Cases of One Dozen Quarts.

Also,

POMMERY & GRENOS

"Extra Sec." CHAMPAGNE,

in Quarts and Pints,

As supplied to the principal London Clubs.

Hongkong, January 5, 1877. [ap5]

WANTED.

A DISPENSER.
APPLY BY LETTER ONLY.
Address: "K." c/o the China Mail Office.
Hongkong, February 28, 1877.

NOTICE.

NEITHER Captain FORBES nor the AGENTS or OWNERS of the American Barque "GARIBOLDI," will be RESPONSIBLE for any DEBTS contracted by the Crew.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, February 28, 1877.

NOTICE.

PACIFIC MAIL S. S. Co.

BY Order of the Board of Directors of the PACIFIC MAIL STEAMSHIP COMPANY, We have ASSUMED CHARGE of the COMPANY'S BUSINESS at this Port. Until Further Notice the Offices of the Company will remain at No. 16, Praya Central.

Mr G. V. SMITH is authorized to sign Bills of Lading.
Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For Security's sake Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

RUSSELL & Co.,
Agents.

Hongkong, February 5, 1877. mc5

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending on 30th December last, at the rate of ONE POUND STERLING (21) per share of \$125, IS PAYABLE on and after THURSDAY, the 15th Instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
THOMAS JACKSON,
Chief Manager.

Hongkong, February 15, 1877.

SPANISH CONSULATE.

TENDERS for the Construction of SEVEN BOATS for the Spanish Men-of-war will be RECEIVED at THIS OFFICE until Noon of the 4th day of March next.

Conditions, Plans, &c., are exposed at the same for the information of persons wishing to make proposals.
A. FARAUO,
Consul for Spain.

Hongkong, February 22, 1877. mc4

MUNICIPAL CORPORATION, PENANG.

THE Municipal Commissioners of Penang are desirous of receiving DESIGNS for a TOWN-HALL. This Building is to be erected on the ground on the east side of the Esplanade situate between the latter and Duke Street, and its cost is not to exceed \$50,000.

The Commissioners offer a PREMIUM of \$400 for the best and most suitable Design with Specifications; and competitors have the option of forwarding Tenders for carrying out the work.

The Designs, accompanied with all documents, are to be sent to the Municipal Office Penang on or before the 1st of March next. For further information apply to the Secretary to the Municipal Commissioners at Penang.

D. O. PRESGRAVE,

Municipal Secretary.

Penang, Municipal Office,
The 21st September, 1876.

Notices of Firms.

NOTICE.

WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION.

ARNHOLD, KARBERG & Co.
Hongkong, February 2, 1877. ap2

NOTICE.

THE Authority given Mr ALFRED HERTZ to sign our Firm by Procuration has been withdrawn.

CARLOWITZ & Co.
Hongkong, February 16, 1877.

NOTICE.

MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of falling health, and his interest and responsibility ceased on the 31st December last.
Ms. NICOLAUS AUGUST RIEBS has been authorised to sign for us by Procuration. We have this day reopened a branch of our firm at Canton.

SIEMSEN & Co.
Hongkong, January 1, 1877. ap2

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-

signed,
WM. CRUIKSHANK,
Manager.

Hongkong, November 21, 1876.

NOTICE.

THE Partnership hitherto existing between the Undersigned under the name of MESTERN & HULSE has this day been dissolved by lapse of time, and the signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN,
W. HULSE.

Canton, December 31, 1876. ap2

Shipping.

Steamers.

FOR MANILA (DIRECT.)

The Steamship "BUTUAN" will be despatched for the above Port at Noon, on FRIDAY, the 2nd Proximo.

For Freight or Passage, apply to
H. KLER & Co.
Hongkong, February 26, 1877. mc2

FOR MANILA VIA AMOY.

The Spanish Steamer "SALVADORA," Capt. HORMACHECA, will be despatched for the above Ports on FRIDAY, the 2nd Proximo, at 2 p.m.

For Freight or Passage, apply to
BRANDAO & Co.
Hongkong, February 28, 1877. mc2

FOR AMOY (DIRECT.)

The Spanish Steamer "ZAMBOANGA," Captain LOPEZ, will leave as above on FRIDAY Next, the 2nd Proximo, at 6 p.m.

For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, February 28, 1877. mc2

FOR SHANGHAI

The Steamship "HERPES," Captain JOHANNSEN, shortly expected from Hamburg, London and Singapore, will receive immediate despatch as above.

For Freight or Passage, apply to
Wm. POSTAU & Co.,
Agents.

Hongkong, February 26, 1877.

Sailing Vessels.

FOR LONDON.

A 1 British Ship "STAR OF CHINA," BLAKES, Master, will load here and have immediate despatch.

For Freight, apply to
MEYER & Co.
Hongkong, February 6, 1877.

FOR YLOLO.

The 1 Spanish Schooner "UNION," MERTZACHEVARRA, Master, will have quick despatch as above.

For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, February 26, 1877.

FOR MELBOURNE & SYDNEY.

The British Bark "SPIRIT OF THE AGE," Captain JOHNSON, will have a quick despatch for the above Ports.

For Freight or Passage, apply to
ROZARIO & Co.
Hongkong, February 1, 1877.

Shipping.

Sailing Vessels.

FOR LONDON.

(If sufficient Inducement offers.)
The 3/3 L. 1. 1 Russian Ship "VANADIS," WERLAND, Master, will load here and have quick despatch as above.

For Freight, Sugar or Measurement, apply to
VOGEL, HAGEDORN & Co.
Hongkong, January 6, 1877.

FOR NEW YORK.

The 4 1 American Ship "MONSIEUR," W. TAYLOR, Master, will load here, and will have quick despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, February 15, 1877.

FOR NEW YORK.

The 12 years 3/3 L. 1 1 Danish Bark "KORSOR," L. C. GROVE, Master, will load here, and will have immediate despatch as above.

For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, February 15, 1877.

FOR HAMBURG.

The 4 1 German Barque "ALBATROSS," KOPPELMANN, Master, will load here and at Whampoa, and have immediate despatch.

For Freight, apply to
Wm. POSTAU & Co.
Hongkong, February 15, 1877.

NOTICES TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE S. S. "Gladstall" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk by the Undersigned into their Godowns, whence from the Wharf or Boats delivery may be obtained.

Optional Goods will be sent on to Yokohama unless notice to the contrary is given before Noon To-day.

Cargo remaining undelivered after the 28th Instant will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, February 26, 1877. mc5

FROM LONDON AND SINGAPORE.

THE S. S. "State of Louisiana" having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk by the Undersigned into their Godowns, whence and/or from the Wharf or Boats delivery may be obtained. Optional Goods will be sent on to Shanghai unless notice to the contrary is given before Noon To-morrow, the 27th Instant.

Cargo remaining undelivered after the 5th Proximo will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, February 26, 1877. mc6

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. "KASHGAR."

CONSIGNEES of Cargo by the above-named Vessel, from Bombay and Intermediate Ports, and in connection with the AUSTRIA, LALLA and THEERAN, from London, are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns, at West Point, whence delivery can be obtained from this date.

Goods not delivered by the 6th Proximo will be subject to rent. Optional Cargo will be forwarded by the following Steamer, unless notice to the contrary be given before 6 p.m. To-day.

A. MOLVER,
Superintendent.

Hongkong, February 27, 1877. mc6

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. "ANADYR."

NOTICE.

CONSIGNEES of Cargo by the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 28th Instant, 6 p.m., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after To-day, the 27th Instant, at Noon, will be subject to rent and landing charges. No Fire Insurance has been effected.

H. DU POUEY,
Agent.

Hongkong, February 28, 1877.

To-day's Advertisements.

NAVAL & MILITARY ATHLETIC SPORTS.

WITH Kind Permission of H. E. Major-General the Hon. Sir F. Colborne, K.C.B., and H. E. the Vice-Admiral RYDER, and under the Patronage of H. E. the Governor Sir ARTHUR KENNEDY, K.C.M.G., C.B., H. E. Vice-Admiral RYDER, and H. E. Major-General the Hon. Sir F. Colborne, K.C.B.

The above Sports will be held ON THE CRICKET GROUND, FRIDAY and SATURDAY, 9th & 10th March, 1877.

COMMITTEE: Commodore G. W. WATSON, President. Lt.-Col. C. A. S. DICKING, Vice-President.

MEMBERS: Commander A. L. DOUGLAS, R.N. H. SALMON, R.N. Lt.-Col. W. S. P. GRAY, R.N. J. E. O. GORDON, R.N. F. O. PIER, R.N. Lt.-Col. HALL, R.N. Major BURTON, R.N. Dep. Com. BAKER, Comm. Dept. Asst. " KERRACHAN, Ord. Dept. Dr. WILSON, Medical Dept. W. HYNES, Esq.

- PROGRAMME:
- 1.—100 Yards Flat Race, 1st, £7.00; 2nd, £3.50; 3rd, £1.75.
 - 2.—440 Yards Flat Race, 1st, £7.00; 2nd, £3.50; 3rd, £1.75.
 - 3.—880 Yards Flat Race, 1st, £15.00; 2nd, £7.50; 3rd, £3.75.
 - 4.—1 Mile Flat Race, Open, 1st, £15.00; 2nd, £7.50; 3rd, £3.75.
 - 5.—1 Mile Flat Race, Open to Men of the Garrison, Presented by W. M. Morgan, Esq., 1st, £10.00; 2nd, £5.00; 3rd, £2.50.
 - 6.—1 Mile Flat Race, Open to Sailors and Marines, 1st, £10.00; 2nd, £5.00; 3rd, £2.50.
 - 7.—3 Miles Flat Race, 1st, £10.00; 2nd, £5.00; 3rd, £2.50.
 - 8.—High Jump, 1st, £5.00; 2nd, £2.50.
 - 9.—Wide Jump, 1st, £5.00; 2nd, £2.50.
 - 10.—120 Yards Hurdles.—10 Flights, 1st, £7.00; 2nd, £3.50; 3rd, £1.75.
 - 11.—Boys' Race.—220 Yards Flat Race, 1st, £4.00; 2nd, £2.00; 3rd, £1.00.
 - 12.—Veteran Race.—300 Yards Flat Race—For Men of 17 Years Service and Over, 1st, £7.00; 2nd, £3.50; 3rd, £1.75.
 - 13.—300 Yards Flat Race.—Heavy Marching Order—Open to Soldiers and Marines, 1st, £10.00; 2nd, £5.00; 3rd, £2.50.
 - 14.—300 Yards Flat Race.—Heavy Marching Order—Open to Blue Jackets, 1st, £10.00; 2nd, £5.00; 3rd, £2.50.
 - 15.—Three-Legged Race, 1st, £4.00; 2nd, £2.00; 3rd, £1.00.
 - 16.—Wheel Barrow Race, 1st, £3.00; 2nd, £1.50; 3rd, £0.75.
 - 17.—Water Bucket Race, 1st, £3.00; 2nd, £1.50; 3rd, £0.75.
 - 18.—Throwing the Cricket Ball, 1st, £5.00; 2nd, £2.50.
 - 19.—Putting the Shot, 1st, £5.00; 2nd, £2.50.
 - 20.—Throwing the Hammer, 1st, £5.00; 2nd, £2.50.
 - 21.—Sack Race, 1st, £3.00; 2nd, £1.50; 3rd, £0.75.
 - 22.—Tug of War, 1st, £16.00; 2nd, £8.00.
 - 23.—300 Yards Flat Race.—Open to Foreign Men of War, 1st, £10.00; 2nd, £5.00; 3rd, £2.50.
 - 24.—Consolation Race, 1st, £5.00; 2nd, £2.50; 3rd, £1.25.
 - 25.—Tug of War.—Open to a Single Team from the Army, Blue Jackets and Marines, and Dock-Yard Employes. Prize, £30.—Presented by the Royal Naval Dockyard.
 - 26.—1 Mile Flat Race.—Open to Officers of the Army and Navy, and Members of the Hongkong and German Clubs, 1st, Cup valued £25.00; 2nd, £10.00.
 - 27.—120 Yards Hurdles.—Open to Officers of the Army and Navy, and Members of the Hongkong and German Clubs, 1st, Cup valued £25.00; 2nd, £10.00.

The above Races are open to Men of the Army, Navy and Marines. Entries for each event, 25 cents.

Entries, together with Entrance Fees, to be sent to the Honorary Secretary, by Noon on SATURDAY, 3rd Instant.

Notice as to order of Races will be issued hereafter.

12 Men to represent the competitors in the Tug of War.

Visitors are particularly requested not to pass under the ropes a Grand Stand will be erected for their accommodation. The First Race to be started at 1 o'clock punctually.

R. S. F. WALKER, 28th Regt., Hon. Secretary.

MURRAY BARRACKS, Hongkong, March 1, 1877. me10

FOR SWATOW, AMOY & TAIWANFOO.

The Steamship "HAILONG,"

will be despatched for the above Ports on SUNDAY, the 4th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS, LAIDLAY & Co.

Hongkong, March 1, 1877. me4

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Underigned for counter-signature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. B. POUEY, Agent.

At 4th, January 11th, 1877.

THE No. 1/2, 2 cases Cacao.

GD No. 1, 1 case Soap.

At 10th, February 22, 1877.

D. B. No. 267/270, 14 cases Merchandise.

N (in diamond).

At 1/2, 2 cases Oil.

At 1/2, 2 cases Oil.

To-day's Advertisements.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

STAR OF CHINA, British ship, Captain E. B. Blaker.—Douglas, Laidlach & Co.

NEHEMIAH GIBSON, American barque, Captain D. Bradford.—Arnold, Karberg & Co.

BONITO, German barque, Captain J. F. Wesenberg.—Siemens & Co.

ALDEN BESSE, American barque, Captain S. Noyes.—Morgan & Co.

TRUENIA, British ship, Captain Robt. Gold.—Morgan & Co.

FORMOSA, German 3-m. schooner, Capt. G. Schwaer.—Molchers & Co.

WANDERING MINSTER, British barque, Captain Wm. Sivewright.—Siemens & Co.

MYSTIC BELLE, American ship, Captain David Plummer.—Siemens & Co.

ORANGE GROVE, British barque, Captain A. Longmuir.—Vogel, Hagedorn & Co.

ROSKA, American 3-m. schooner, Capt. C. W. Hansen.—Arnold, Karberg & Co.

TULLOCHGORM, British schooner, Capt. S. Masson.—Chinese.

SHIPPING.

ARRIVALS.

March 1, *Fuyea*, Chinese steamer, from Canton.

March 1, *Anglo Saxon*, British ship, 684, Harrington, Honolulu Jan. 24, Ballast.—ORDEE.

March 1, *E. von Beaulieu*, Germ. barque, 335, W. Schneider, Bangkok Dec. 15, General.—BORNEO COMPANY, LIMITED.

March 1, *Tullochgorum*, British schooner, 175, Masson, Haiphong Feb. 5, General.—CHINESE.

DEPARTURES.

Moh. 1, *State of Louisiana*, for Shanghai.

1, *Kashgar*, for Shanghai.

1, *Douglas*, for Canton.

1, *Zambesi*, for Europe, &c.

1, *Brisbane*, for Singapore and Australia.

1, *Gadwall*, for Yokohama.

1, *Olympia*, for Hongkong.

1, *Cheong Hock Kian*, for Singapore.

1, *H.M.S. Egerton*, for Yokohama.

1, *Chun Tung*, for a Cruise.

CLEARED.

Rapid, for Bangkok.

Fuyea, for Shanghai.

Adela, for Newchwang.

PASSENGERS.

Per *Anglo Saxon*, from Honolulu, Mr. Alexander, and 7 Chinese.

Per *E. von Beaulieu*, from Bangkok, Mr. Schultze.

Per *Tullochgorum*, from Haiphong, 4 Chinese.

Per *Zambesi*, for Southampton, Dr. Davis, n.m., Messrs Macintosh, and D. Thomson; for Bombay, Messrs Sardarkhan and E. Mohamed.—From Shanghai: for Singapore, Mr. Thos Jones; for Southampton, Mr. and Mrs. Wade and family, and Mr. T. Jones.

Per *Kashgar*, for Shanghai: from Southampton, Mr. and Mrs. Fletcher; from Sues, Mr. Baldwin; from Galle, Mr. Weinbolt; from Hongkong, Messrs Hunter, Court, A. McLeod, Karamase, Leelle, McMillan, Aubert, Lucas, W. H. Forbes, H. de O. Forbes, Mr. Marshall, and Miss Clarke.

Per *Brisbane*, for Brisbane, H. E. Sir A. Kennedy, Miss Kennedy, maid servant and 8 Chinese servants, Miss Banks, Capt. O'Callaghan, and 64 Chinese stevedores.

Per *Melbourne*, Mr. Francis, and 4 Chinese.

For Sydney, 3 Chinese cabin and 50 steerage and 1 European deck. For Coochew, 391 Chinese. For Townville, 4 Chinese.

Per *Douglas*, for Swatow, Mr. Richardson; for Amoy, Messrs Pye, Head, and Dodd; for Foochow, Messrs Paterson, Leigh, and Young.

Per *State of Louisiana*, for Shanghai, 6 Chinese.

Per *Olympia*, for Hongkong, 10 Chinese.

Per *Cheong Hock Kian*, for Singapore, 151 Chinese.

To DEPART.

Per *Adela*, for Bangkok, 30 Chinese.

Per *Fuyea*, for Shanghai, 150 Chinese.

SHIPPING REPORTS.

The British schooner *Tullochgorum* reports: Strong N.E. winds all the way.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For MANILA.—Per BUTUAN, at 11.30 a.m., on Friday, the 2nd March.

For BANGKOK.—Per PERNAMBUO, at 11.30 a.m., to-morrow, the 2nd inst.

For AMOY & MANILA.—Per SALVADORA, at 1.30 p.m., on Friday, the 2nd March.

For AMOY.—Per ZAMBOANGA, at 4.30 p.m., on Friday, the 2nd March.

For HAIPHONG.—Per BARQUE BERTHA, at 8.30 p.m., on Saturday, the 3rd March, instead of as previously notified.

For SAIGON.—Per GUNGA, at 4.30 p.m., on Saturday, the 3rd inst., instead of as previously notified.

For SWATOW, AMOY and TAMSUI.—Per HAILONG, at 5 p.m., on Saturday, the 3rd inst.

For BANGKOK.—Per RAJANATTIANUHA, at 8 p.m., on Tuesday, the 6th March.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *OCEANTO* will be despatched on SATURDAY, the 3rd March, with Mails for Japan, San Francisco, the United States, and London, which will be closed as follows:—

3 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan or the United States only may be posted on board the Packet with Late Fee of 12 cents extra Postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed for this route, and if not fully prepaid will be sent by British Packet, General Post Office, Hongkong, February 29, 1877.

Hongkong, February 29, 1877. me3

POST OFFICE NOTIFICATIONS.

MAILS will close:—

MAILS BY THE FRENCH PACKET.—The French Contract Packet *TIGRE*, will be despatched on THURSDAY, the 8th March, with Mails to and through the United Kingdom and Europe, via Marseilles; to Saigon, Singapore, Batavia, Galle, Pondicherry, Madras, Calcutta, Bombay, Aden, Sues, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 7th March.—

5 p.m. Money Order Office closes. Post Office closes except the MOUNT BOX, which remains open all night.

Thursday, 8th March.—

7 a.m. Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late Letters.

11.10 a.m. Letters (but Letters only) addressed to the United Kingdom, Saigon, or Singapore may be posted on payments of a Late Fee of 18 cents extra postage, until

11.30 a.m., when the Post Office Closes entirely.

Hongkong, February 24, 1877. me3

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Sept. 17, Palestine, from London to Hongkong.

Oct. 5, Wega, from Hamburg to Chiofoo.

Oct. 13, Omba, from London to Shanghai.

Oct. 14, Sir Harry Parkes, from London to Hongkong.

Nov. 12, Lima, from London to Hongkong.

Nov. 13, Buri, from Cardiff to Hongkong.

Nov. 16, Hydra, from Cardiff to Hongkong.

Nov. 17, Eliza Shaw, from London to Shanghai.

Nov. 21, America, from Cardiff to Hongkong.

Nov. 23, Western Chief, from London to Hongkong.

Nov. 28, Madura, from Cardiff to Hongkong.

Nov. 28, Hannah Law, from Cardiff to Hongkong.

Nov. 28, New Era, from Cardiff to Hongkong.

Dec. 4, Bonduthe, from Cardiff to Hongkong.

Dec. 17, A. E. Vidal, from Hamburg to Hongkong.

Dec. 17, Carleke, from London to Hongkong.

Dec. 19, Channel Queen, from Cardiff to Hongkong.

Dec. 20, Chinaman, from London to Hongkong.

Dec. 22, Sophie, from New York to Hongkong.

Dec. 23, Inc, from Greenock to Swatow.

Dec. 23, John Nicholson, from New York to Shanghai.

Dec. 27, Undine, from London to Shanghai.

Dec. 28, Antenor (str.), from London to Shanghai.

Dec. 28, Ulysses (str.), from Liverpool to Shanghai.

Dec. 29, Canaan, from Cardiff to Hongkong.

Jan. 4, Macgregor (str.), from London to Shanghai.

Jan. 4, C. R. Bishop, from London to Hongkong.

Jan. 6, Duna (str.), from Liverpool to China and Japan.

Jan. 9, Esperia (str.), from London to Shanghai.

Jan. 11, Windhover, from London to Shanghai.

Jan. 12, Woodhall, from Hamburg to Hongkong.

Jan. 12, Hope, from London to Hongkong.

Jan. 13, Nestor (str.), from Liverpool to Shanghai.

Jan. 16, Gryfe, from Cardiff to Hongkong.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Sues Canal.

Viking. Radnorshire.

Glenlyn. Loudoun Castle.

Glenartney.

Sailing Vessels.

Forward Ho. Belled Will.

City of Aberdeen. Penrith.

Antwerp. Enid.

Daphne. Albert Victor.

At Liverpool.

Antenor (str.). Agamemnon (str.).

Robert Henderson. Frederick P. Lichfield.

Callor On.

At Glasgow.

Glenagles (str.).

General Memoranda.

SATURDAY, March 3.—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco.

SUNDAY, March 4.—

Daylight.—Hailong leaves for Coast Ports.

Noon.—Tenders for construction of boats close.

MONDAY, March 5.—

2 p.m.—Sale of Household Furniture, at Mr. G. Arber's residence, at Brooke Cottage.

Goods per *State of Louisiana* undelivered after this date subject to rent.

TUESDAY, March 6.—

Goods per *Kashgar* undelivered after this date subject to rent.

SATURDAY, March 10.—

Noon.—Sale of Ground and Property in Peel Street.

MONDAY, March 12.—

2 p.m.—Sale of Household Furniture, at Rev. R. H. Kidd's Residence, Albany Road.

THURSDAY, March 16.—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—Butuan leaves for Manila.

2 p.m.—Salvadora leaves for Manila.

5 p.m.—Zamboanga leaves for Amoy.

Auctions.

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

Noon & 3 p.m.—Sale of Household Furniture, &c., at Dr. G. Dodd's residence, College Gardens.

Meeting.

3 p.m.—Meeting of Sh. reholders of The Chinese Insurance Co., limited, at the Head Office, Hongkong.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGINES, AMERICAN AND FRENCH PATENT MEDICINES.

MANUFACTUR

taking up his new appointment has given rise to the report in Hongkong, or it may be that the report is a precursor to the appointment being cancelled and Mr. Plunket desired to remain in the Straits. He is not to blame for the delay in proceeding to Hongkong. He may be said to have done nearly all that was required of him in the Straits. He was, we believe, mainly instrumental in getting up the evidence against the Maharajah Lela and his accomplices, and making out the case against Sultan Abdullah and other Chiefs. It may occur to an ordinary mind to ask why Mr. Plunket should be promoted to Hongkong or leave the Straits at all. He has spent the best years of his life here, knows the natives thoroughly and they know him, and one would have thought that the services of a man of his local experience and knowledge would have been deemed invaluable and prized accordingly by the authorities here and at home. One would imagine that with the present dearth of officials of experience, caused by absence on leave for health, by retirements, and resignations, the executive departments in nearly respectable fashion, and notably with the present strain upon the strength of the most important departments of all, the Police and the Magistracy both in criminal and civil capacities, the presence of a man like Mr. Plunket, who has been conversant with these departments all his life, would have been welcome as rain in a parched land, and not only claimed but insisted upon. But the ways of the Colonial office are inscrutable and not as the ways of ordinary mortals, and the result to this Colony, so far as its experience has yet gone, has been constant, never-ending turmoil and change in its civil service, to the undoubted detriment of the public interests, and if all we hear is true, to the discontent and dissatisfaction of all in the service itself.

The Philippines.

(From the Manila Papers.)

The "Manila Club" was inaugurated, on Saturday, the 17th February, with a splendid banquet.

The German steamer *Cassandra* left Manila for London via Singapore on the 20th February.

The entries for the Race meeting of 1877 closed on the 18th February. There are altogether 32 horses to compete this year, of which 17 are newly introduced and will run for the first time. There are thirteen prizes, viz:—Copa de los Novatos, Copa de Filipinas (The Philippines Cup), Gran Copa de Manila (The Great Manila Cup), Copa del Derby (The Derby Cup), Copa de Velocidad (The Velocity Cup), Copa Disputada (The Challenge Cup), Copa de los Socios (The Members Cup), Copa Celestial (The Celestial Cup), Copa de Luzon (The Luzon Cup), Premio de la Belleza (The Ladies' Prize), Copa de Fructa, and Premio del Consuelo (The Consolation Stake).

The Government will impose a tax of one cent per pound on beef or pork flesh issued from the slaughter house, towards defraying the expenses of introducing a water-supply into Manila. The tax will soon come into force.

The Importation into the Philippines of gold coins during the first fortnight of February amounts to \$162,581.65, and that of silver coins is only \$118. The exportation during the same period is \$7,000 in silver coins.

Extensive preparations are being made for the reception of the new Governor-General of the Philippines, Señor Morones. Programmes and the order for the public reception are published in different local papers for general information. Señor Miguel Puig y Llagostera was deputed to hand the new Governor the key of the City in a silver basin.

Four prisoners were sent to Nueva Ecija on the morning of the 10th February, to be executed, after being duly tried and sentenced by the competent tribunal for their crime.

Two pairs of eye-teeth of elephants were brought the other day from British India, the value of which is about \$600. One of the two pairs is of unusual magnitude, and weighed 74 kilograms. Both pairs gave a total weight of 108 kilograms.

A Chinaman was suspected of incendiarism for having been found near a house in flames in the district of Tondo. He will be severely dealt with if found guilty.

The German barque *Zumbolt*, and the French barque *Charlie*, are both loading timber for Hongkong, the former by Mr. Henry G. Brown, at the province of Tayabas, and the latter by Mr. Charles German, at the island of Tablas.

A most disastrous boat accident took place at Laguna. The boat while sailing in the river, was suddenly capsized by a strong breeze, and of the eighteen lives on board, only three were saved.

Vessel Loading at Manila, on Feb. 23.—Edith for New York, Nordin for Malta, Marivebo for Singapore, San Lorenzo for Hongkong, and Lodges for New York.

CHINA AFFAIRS AT HOME.

(From Our Own Correspondent.)

London, Jan. 18, 1877.

H. E. Sir Thomas Wade is at present in London, presumably awaiting the arrival of the Chinese Ambassador, who is expected to reach England on Sunday next, 22nd inst. Up to the present, no definite information has been obtainable either official or private as to the probable steps that will be adopted when Kuo-tai-jen and his colleagues arrive. It is quite clear that our representatives have received instructions to treat the Embassy with due respect at the various places where they have touched. They were received with all proper honours both at Malta and Gibraltar, and no doubt on their arrival at Southampton, every courtesy demanded by international custom will be extended to them. All this of course is only right and proper,

but it by no means follows that the present Mission will find that it has so easy a task as that which fell to the lot of the Burlingame Mission, or even to the Chung Hwa Embassy. I heard in a quarter which ought to be very well informed, that even now there is some doubt whether the Embassy will be received in any other form than for the special object with which it was originally appointed, that, namely, of making an apology. I take this statement with some reservation, as I happen to know that it originates in a direction where the wish might be father to the thought; but some probability is lent to it from the last blue book which has been issued with reference to the Margary affair. It gives no report from the Hon. Mr. Grosvenor, though it is well known that he has sent one in. Surely it would be thought that at the present stage of matters this report would be given to "the public through Parliament, and its being withheld cannot be without some of its own most likely explanation. It is that the Government have determined to ask the Chinese Ambassadors one or two questions with regard to it, and desire to publish the report and answers that may be given to such questions simultaneously. I am strongly of opinion, both from what I hear and what has already been published in the Blue Books, that His Excellency Kuo will be rather astonished when he gets face to face with Lord Derby. He will certainly have to do a good deal more than merely getting round our too easy officials by a little Chinese blarney, as has been done so successfully before. Lord Derby on two or three distinct occasions instructed Sir Thos. Wade not to bind Her Majesty's Government in any way before they had received Mr. Grosvenor's report. Whatever that report is it is now known to be altogether unsatisfactory; and presuming that Sir Thos. Wade has carried out his instructions, the negotiations with respect to the Margary business point still remains to be settled. It is not to be supposed that under the circumstances the Government will be ready to at once accept any kind of apology which the Chinese Ambassador may see fit to offer.

A long rigorous account of the coming Chinese Embassy to Great Britain has appeared in the *Standard*—I should think supplied by some gentleman connected with the Mission itself. The writer gives the whole of the credit of obtaining the cessation of the right of audience to the Japanese Ambassador. Certainly this is something new, as it was usually thought that the chief credit in regard to this was due to Sir Thos. Wade. The article is important in this point, as it places an important matter in somewhat unexpected light; and has decidedly the effect of making the foreign representatives at Peking look remarkably small. The causes which have brought about this change of policy have occurred only within the last two or three years. During the invasion of Formosa by the Japanese, in 1874, an astute diplomat, named Soyeshima, was despatched to Peking for the purpose of negotiating a treaty between Japan and China, besides an indemnity being withdrawn the forces. This ambassador was accompanied by a suite of officials, and backed by a squadron of iron-clad men of war. When he reached Peking he announced that he had an autograph missive from his august master, the Mikado, which he was bound to deliver personally to the Chinese Majesty and demanded an audience of his Emperor. As usual the Chinese functionaries tried to put him off with a sham ko-tow to the Dragon Throne, but he was not going to be treated in that manner, and he showed such a bold front that the Chinese Government got frightened at the prospect of hostilities with Japan, and granted the audience, with a promise that an ambassador should be sent to Yedo. Through this vigorous policy the British, French, and other resident Ministers at Peking obtained audiences. The result was that numerous memorials were addressed to the throne by eminent statesmen advocating a change in this part of the foreign policy of the Government, &c., &c.

The most curious part of this effusion is the allusion which is made to the ladies accompanying His Excellency. The writer says:—
"Regarding the composition of the embassy and equipment of its members, we are told by the press in Shanghai not to expect any thing grand, or commensurate with the pretensions of the 'Celestial Empire.' On the contrary, it will be inferior in outward show to any of the Japanese, Burmese, or Siamese embassies to England, some of which were got up, according to the theatrical phrase, 'regardless of expense.' But China, like some other Eastern nations, is at present in an impecunious condition, and only a moderate allowance can be spared for the Imperial exchequer to maintain Kwoh Sung-tao, his suite, and attendants. Indeed, it would appear that one of the qualifications recommending him to the post is his study of economy, which does not affect in the slightest degree his reputation as a man of probity, belonging to an official class where corruption is the rule. Nevertheless, being a family man of strong domestic feelings, he has resolved on going to the expense of bringing two of his wives of the second degree with him—the supreme lady of his household having recently departed this world to join the shades of her ancestors; so that, in all probability, two real Chinese ladies may be presented to the Queen at the Court of St. James."

The economy of the Ambassador does not seem very much matter, but who tells me who—to parody the Scotch song—are the two ladies who, it is supposed, should be presented to the Queen? It is rather a comical idea according to our notions to present two "wives" of any given man to a lady, to say nothing of a Queen; and it is to be only hoped that if any such idea as this is put forward those who are responsible for the management of such matters will take some pains to ascertain a little more about the status of "wives in the second degree" in China generally and those of His Excellency Kwoh in particular.

A correspondent of the *Glasgow Herald* J. S. D.—known, I may as well say, to be Dr. Dugden—writes to recommend energetic young Scots to study Chinese with a view of obtaining suitable employment in China. It is to be hoped that this will not have the same effect as the well-known "El Dorado" article in the *Times*, which some years ago brought scores of men out to Shanghai under the impression that they had only to put in an appearance and at once obtain employment; the result being that one or two of them had to be sent home by the Consul as distressed British Subjects.

I hear that the new Messageries Maritimes steamer, which will shortly be launched from their Dockyard near Marseilles, will be one of the finest vessels that has been seen for a long time. It will be specially adapted for the China Trade, and will have all the most recent improvements.

CELEBRITIES AT HOME.

CAPTAIN SHAW IN WAITING-STREET.

(World.)

In the centre of a vast web, skillfully and patiently woven during the last fifteen years, sits the architect thereof—the beneficent spider whose fly is a fire-fly. North, south, east, and west of him extends—to the uttermost limits of the region ruled by the Metropolitan Board of Works—a network well planned, carefully executed, and protected against the possibility of breakage by extraordinary precautions. This telegraphic safety-net, by means of which each station of the Metropolitan Fire Brigade is brought into connection with every other station, and the whole brigade could, if deemed necessary and prudent, be concentrated on any one spot in an incredibly short space of time, is the work of Captain Eyrre Massey Shaw, Chief Officer of the Brigade since Mr. Bradwood lost his life on the memorable occasion when the Thames was literally set on fire. Since the London has been divided into four great districts, three of which are north of the Thames, London south-of-the-river forming the D district. In the centre of each district is a superintendent in telegraphic connection with every station within its limit, and also with the central office in Waiting-street, where Captain Shaw sits in his quiet study, far from the din of fire-bells, but perfectly cognisant of the condition of every fireman's post in London—how many men, engines, and horses can be brought together within a few minutes at any given spot.

The organizer of this machinery, which goes rather better than clockwork, is a tall, square-shouldered Irishman of some forty years, but with figure so well set out that in his short-janthy-tunic-freeman's helmet, and huge jackboots he looks no more than thirty-five—a lithe, active, muscular man, and a skilful wielder of the tomahawk which hangs in his girdle. His very becoming uniform is the outcome of much care and thought and long practical experience. A fireman's helmet, for instance, must fulfil several conditions. It must be strong enough, especially in the 'comb,' to resist falling bricks and rafters, and must have a very thick and well-fitting lining. It must also have sufficient peak in front to protect the face without impeding the vision, and behind to shield the neck completely from molten lead. The ears also must be protected without interfering with the hearing; and there are many minor details which combine to render the construction of a fireman's helmet a momentous affair. Captain Shaw has at last reached something near perfection, and feels as safe in his helmet when under fire as he can reasonably expect. Tight in the waist and hips, and loose in the shoulders and sleeves, the tunic is an admirable working-dress for men who are perpetually getting in and out of windows, and through the panels of doors swiftly ripped out with the keen tomahawk. When a house is already full of smoke, and the fire is gnawing hungrily at the staircases, there is no time for picking locks or removing doors. Smash goes the tomahawk into a panel, tears it out, and then, head or feet foremost, the fireman plunges into the unknown beyond. So he is truly yet strongly clad from head to heel; for the essence of his work is time; he must be both swift and strong. Fire is not the only element against which he must be protected; for he is apt, and indeed certain, to be drenched with water when at work. As soon as water is hurled at a flaming building, cascades pour down upon the brave fellows working on the lower floors, drenching them to the skin. Captain Shaw, who on 'busy nights' is all over London from fire to fire, has in a private and particular bedroom of his own—a sort of blue chamber, from which even Mrs. Shaw is excluded—a regiment of uniforms to change about with after each particular soaking. All is orderly and methodical. On the floor is a row of jackboots standing erect, shoulder to shoulder, like a well-drilled regiment, and over them hangs raincoat without end, all ready to hand at a moment's notice.

But, like all good soldiers and genuine workers of every kind, Captain Shaw is not very fond of wearing uniform. During the day he is to be found in a blue pea-jacket, well thrown back from the broad white collar, under which peeps a black kerchief knotted in sailor fashion. The affection of Captain Shaw for nautical costume is not to be wondered at when we recollect that he was bred and born within sight of the Cove of Cork. While he was studying for the Church at Trinity College, Dublin, he often slipped away for a cruise in his father's yacht, and long before he reached legal manhood had, like the O'Donoghues, a boat of his own. The Cork yachtmen of his day were no dandy dilettante sailors. Every man of them could 'beat a board' anywhere in the ship, and many were the perilsous crises they weathered out, to the great increase of their manliness and handiness. By degrees Eyrre Massey Shaw came to think that his vocation was not the Church; that, in short, he was born for the sea; but the mercantile marine of that day holding out comparatively few attractions as a career, he obtained a commission in the North Cork Rifles; and it then by degrees dawned upon him that his true faculty was that of organization. The Municipality of Belfast wanted a military officer to reorganise their police and fire brigades, and Captain Shaw took to that work as a duck takes to water. His remarkable success in bringing the Belfast Fire Brigade to a high state of efficiency led to his appointment as Chief Officer of the Metropolitan Fire Brigade at the death of Mr. Bradwood. At that time the Brigade was a complicated body, supported mainly by the Fire Insurance Office, very weak in numbers and appliances, and without telegraphic communication. There then was work enough for Captain Shaw, who, like other reformers, was not allowed to carry out his views all at once. Bit by bit he 'captured' concessions from the authorities—no longer the Fire Insurance Companies and the county, but the Metropolitan Board of Works—all the Brigade has been brought, numbers excepted, to the condition required by the mind, we had almost said, of a minuteman. Captain Shaw does not object to that epithet. He maintains vigorously that a state of discipline, under which every man knows his work exactly and performs it punctually, is 'perfect freedom.' Each man is held absolutely responsible for his work, and by a carefully-arranged system of rewards and reports the position and work of any given fireman at any given time can be ascertained in an instant. It may be asked: out of what material are made these wonderful men who possess every good quality—diligence, courage, promptness, and

rivalled promptitude and dash, method and precision?

They have almost all been sailors, have undergone a similar training to their chief. Captain Shaw thinks he can train any young, active, courageous man into a fireman in time; but it takes a long time to drill the landman, while a sailor will learn his work in a couple of months. The igniter has the trick of handiness; he is quick and clever at climbing, and stands with comfort on narrow ledges and corners awful to the unaccustomed eye. He is also quick at learning the tricks and turns of the various mechanisms employed in the Fire Brigade: from the management of 'manuals' or hand-engines he advances swiftly to that of 'steamers.' It is curious to note how quickly the men pick up the working of the simple form of electric telegraph in use at the stations. They are especially fond of their engines, and keep them in a high state of efficiency and polish. Many of them are good workers in metal, and all are taught in Waiting-street in the workshops there. There was a reason for adopting this plan. The ordinary engineer belongs to a trades-union, and even if he wished would not be allowed to work any hours and all hours, nights and Sundays. He would be of no use at all with his right as to overtime, and his appeals to the central body. The organization of a fire brigade must be strictly military, or rather naval, in system. My men 'know perfectly well that if they are remiss in answering a call or a 'stop' (a message that an engine is not required), or slow in getting out an engine, the offence will be visited by fine or reprimand, and will be written against him in the book you see." This is the service-book, a strongly-bound volume, containing almost a biography of each man since he joined the Brigade, many of long years' service not having a single charge recorded against them. Each engine has also an account opened against it, showing at once its age, prime cost and cost of maintenance. All is conducted on this principle of accurate attention to and registration of detail, to the end that generalisations may be easily arrived at; for Captain Shaw, with all the activity and gallant bearing which might have well become one of Rupert's cavaliers, is, like a very different man, the late Mr. Buckle, an ardent follower of the illustrious Quetelet. He is a statistic to the backbone. "You can arrive at nothing without facts carefully collected and properly arranged," continues the Chief Officer of the M.F.B.; "and facts are easily collected with proper method. Down below, as I pointed out to you, there are just as many hampers as there are men, so that I can see at a glance how many men are out and how many at home. In more serious matters the same rule applies. The want of seeing things at a glance, the absence of rapid calculation, and the consequent firm grip of the business in hand, has led to the greatest fires of modern times. A fireman must see at once not only the building on fire, but the surrounding houses and factories. He must, as we put it technically, 'know his time,' and should not, by trying to save one house, sacrifice the next dozen or the next five hundred, as the case may be. It requires a practised eye and some decision of character to conclude on abandoning a range of buildings, but it is the soundest policy in great conflagrations. If you do not 'know your time,' the fire will be everywhere too quick for you, and drive you from house to house, always maintaining its advantage."

For men like Shaw in their profession than Captain Shaw, for his office is his home, and Mrs. Shaw and his children—the elder of whom is a sub-lieutenant in the Royal Navy—look upon Waiting-street as their natural abode, pending the construction of a more spacious central office on the other side of London Bridge. In the drawing-room is an admirable statuette of Captain Shaw by Count Gleichen, the centre of a group of agreeable testimonials of regard from distinguished personages. Even this sacred refuge contains photographs and drawings of conflagrations. The dining-room is lurid with pictures of similar character; ships, like the *Bombay*, burnt to the water's edge in an incredibly short space of time, and other records of colossal disasters. The study, occupied by Captain Shaw alone, is a storehouse of maps and plans, regarding the introduction of his system into foreign cities, notably Cairo and Alexandria, both organised by himself in person. Overhead, too, is a library of the literature of fires—figures, plans, and reports from the great cities of Europe and America, for Capt. Shaw is in rapport with the firemen of the whole world, who have profited vastly by his assistance. It is natural for a general to think the men trained under his own eye the best; but the London chief is not prejudiced against the foreign imitations of his own Brigade. Many of them are excellently drilled, and go about their work quickly and methodically. Their only defect is a 'want of resource.' So long as all goes according to rule and precedent they are equal to the occasion; but they want the sailor's flexibility of mind in the presence of sudden and unexpected complications, such as the giving way of floors, the falling of walls, and the rapid spread of conflagration under certain conditions.

Want of regular sleep is one of the difficulties which try the constitution of the fireman most severely. Men otherwise vigorous and equal to great fatigue stand in time to the utter weariness induced by broken rest; but fifteen years of perpetual work have not found out the soft spot in Eyrre Massey Shaw, who, unshaken by a couple of terrible accidents, still exhibits unimpaired vitality. Provided he can get four or five hours' sleep out of the twenty-four, he is content to take his rest by instalments. His work appears interminable. The morning brings drill, the reception of many reports, and the composition of others, correspondence home and foreign. In the afternoon comes the round of inspection—a long drive of forty miles in a multi-phased to various stations, behind relays of splendid horses. At nightfall he dons his uniform and is ready to head his Brigade wherever his presence may be required, leaving always a trusty deputy at Waiting-street. He maintains the doctrine that he is always theoretically present with his men, and so far as time and space will admit is actually with them. Thoroughly drenched, and perhaps slightly mired as well, at the first fire of the night, he returns to fling off his saturated clothes and don a fresh suit, and then flies off again to take his share in the dangerous work. Not that the danger is apparent to the men themselves, who seem absolutely devoid of fear, although now and then they remind of the perilous nature of their calling. Among the 995 men, including the Chief Officer, who compose

the Metropolitan Fire Brigade, occur in the course of a year from sixty to ninety cases of injury, some of which are very serious, and a year rarely passes without cases of death. Yet there is no provision for the widows of men killed in the performance of a noble and perilous duty—a piece of economy the more extraordinary as the cost of the whole Brigade is but little over 70,000, a year—no very great sum for the protection of the large area ruled by the Metropolitan Board of Works.

Besides his active work in keeping his Brigade up to the highest pitch of efficiency, Captain Shaw has recently written, literally 'between the lights,' a *Complete Manual of Fire Protection*. His pamphlet on *Fires in Theatres*, published a few months since, will doubtless be read with renewed interest just now, as will his admirable tables of fire classified according to their causes and the uses of the buildings in which they have taken place.

Rigid as a disciplinarian, the Chief Officer has yet won the hearts of his men by the confidence he reposes in them when thoroughly drilled. "I look to each man to do his own work of his own accord, and to do it properly," continues Captain Shaw. But here our colloquy is cut short by a slight 'ting' of the bell—no noisy alarm, but an ordinary office-bell—and a message through the speaking-tube. A few words are exchanged without hurry or excitement, and then the tunic is buttoned severely to the throat, the tomahawk girt on, and the helmet donned. The Chief Officer is on active service.

THE LACPEDES ISLANDS.

(Cooktown Courier, Jan. 18.)

The cutter *Ada* from Lacépède Islands in the Gulf of Carpentaria arrived in port yesterday evening in charge of Captain Sykes, our local pilot, and a boat's crew. It appears that on Thursday morning the *Royal Duke*, sch., from Somerset, bound to Sydney, with pearl shell, passed the port, and signalled that she had passed a cutter off Cape Flattery, with but one man on board, supposed to be the master, who reported that his crew deserted him, and left him to navigate the vessel himself. Mr. Sykes, the harbor master, on hearing this, with that alacrity for which he is proverbial, at once despatched Captain Sykes in the whaleboat to intercept the vessel and bring her on to Cooktown, and yesterday afternoon she was safely moored at Henriquez's wharf. On her arrival we interviewed the guest master, Mr. Sinclair, of the *Ada*, who reported as follows:—On the 7th August last he left Lacépède for King's Sound, with a crew, consisting of the owner, Louis Grinn, John Riley, and Alexander Healy, and arrived at their destination on the 10th. On the 12th, while lying off Saddle Hill, the owner with Riley and Healy went prospecting for gold, and returned in the evening, greatly delighted with their prospects.

On the 16th got under weigh for Hidden Island to prospect for pearl shell, and saw a good patch, but not having divers could not work. On the 20th got under weigh to return to the Lacépède, and arrived there on the 20th September. After arriving there spent 4 days in refitting, preparatory to starting for Cossack, and on the 7th spoke the captain of the cutter *Balticgarry*, who said there were no Malay divers to be had, and it was no use proceeding further. The owner, however, requested Sinclair to stay and navigate the vessel to the eastward to search for Guano or other good prospects. Sailed on the 9th and cruised about until the 22nd, during which time very rough weather was encountered; in which the *Ada* lost an anchor and 4 fathoms of chain. Arrived at Roe Island and anchored inside a place called Dampier's Monument. Next day set sail, and after having diverged could not work. On the 26th got under weigh to return to the Lacépède, and arrived there on the 20th September. 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Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon, and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Cables in Mats, on Goods on board Vessels, and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to **ARNHOLD, KARBURG & Co.**

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.
(LIMITED.)
NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYFANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1800.

CAPITAL \$2,000,000.

THE Undersigned, Agents at Hongkong for the above Corporation, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed on reasonable terms.

Life Department.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 3rd March, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of 2nd March. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, February 20, 1877.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA, will be despatched for San Francisco, via Yokohama, on THURSDAY, the 15th March, 1877, at 9 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passage Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th March. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 16, Praya Central.

RUSSELL & Co., Agents.

Hongkong, February 20, 1877.

For Sale.

SAYLE & Co.

GREAT CLEARANCE SALE.

IN Order to make Room for SPRING GOODS.

On and after MONDAY, February 5th, We shall offer the Remainder of Our WINTER STOCK at an immense reduction.

DRESS GOODS at 15 cents per yard. DRESS GOODS at 20 cents per yard. DRESS GOODS at 25 cents per yard. DRESS GOODS at 30 cents per yard. DRESS GOODS at 35 cents per yard.

FANCY SILKS! We offer about 5,000 yards at 35 cents per yard, (these are more or less soiled); original price \$1.50 and \$2.00 per yard.

JAPANESE SILKS! Reduced to 40 cents per yard.

WOOL SHAWLS, MANTLES and JACKETS, Marked very Cheap.

LADIES' BOYS' and GIRLS' FELT HATS, at Half Price.

FANCY WOOL GOODS, at less than Half Price.

LADIES' and CHILDREN'S WOOL and MERINO HOSE, Greatly reduced.

100 dozen CHILDREN'S WOOL and MERINO SOCKS, all Sizes, at less than Half Price.

Several thousand Yards of VARIOUS REMNANTS, comprising: FLANNELS, CALICOS, PRINTS, MUSLINS, STUFF GOODS and Other Useful GOODS, are Marked at Prices, which must effect immediate Sale.

In order to prevent disappointment, We beg to inform Our Customers and the Public that this Extraordinary, and Unprecedented Sale must close on February 25th.

SAYLE & Co.

VICTORIA EXCHANGE,

Queen's Road, & Stanley Street.

FOR SALE.

CHAMPAGNE, 1874. HEDBICK & Co., MONOPOLY.

DEETJEN & Co. Hongkong, February 19, 1877.

HONG LISTS.

Circular, large sheet.

THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

Hongkong, February 23, 1874.

For Sale.

CUTLER, PALMER & Co.'s
Celebrated

Brands of WINES and SPIRITS. Apply to **SIEMSEN & Co.** Hongkong, June 22, 1876.

NOW READY.

BUDDHISM, ITS HISTORY, THEORY AND POPULAR RELIGION. In three Lectures. By Dr. E. J. EITEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs Lane, Crawford & Co. Hongkong, July 31, 1873.

NOW READY.

CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 302.—By EMMETT JOHN EITEL, Ph.D. F.R.S.

Price: Two Dollars and a Half. To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

WASHINGTON BOOKS.

(In English and Chinese.) WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.

CHINA MAIL OFFICE.

Intimations.

HONGKONG.

Chas. J. GAUPP & Co.,
WATCHMAKERS & JEWELLERS,
38, Queen's Road.

NAUTICAL INSTRUMENTS, CHRONOMETERS, &c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch. Hongkong, May 1, 1876.

W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' SUNDRIES, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAY WEST, HONGKONG,
Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued daily instead of twice weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the China Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisements.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Mr. CHUN AYIN,

Manager.

China Mail Office, 17th February, 1874.

AH YON,

SHIPS' COMPRADORE AND STEVEDORE,

No. 27, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice. Hongkong, May 1, 1876.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 20 per cent. on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN,

Manager.

Hongkong, February 23, 1874.

Intimations.

AFONG,
PHOTOGRAPHER,

by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;

and to H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB.

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Photographs enlarged from C. D. V. size to life size and coloured in oil. A new apparatus for Photography has been received from England: he is prepared to take Photos. of Buildings and Interiors at the shortest distance.

Hongkong, July 17, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Hing Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Mr. Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Hing Shop, Sin Cheong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chin Cheong Hong, Mook Kek Street.

Foochow.—Mr. Yü Ching Cheong, Foochow Arsenal; Mr. Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Chuen Sing Hoi, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sing Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Sang; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

Now Ready.

THE CHINA REVIEW.
Vol. V., No. 3.

Annual Subscription, postage included, \$3.50.

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The Law of Inheritance.

Short Notices of New Books and Literary Intelligence.

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Money Loan Associations.

Bean Cake as a Manure.

Pidgin English.

Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, January 10, 1877.

To Let.

TO LET.

No. 8, PRINCE STREET, ELGIN STREET, with Immediate Possession.

Apply to **LANE, CRAWFORD & Co.** Hongkong, February 7, 1877.

TO LET.

THE House No. 7, Upper Mongus Terrace, at present in the occupation of A. B. JOHNSON, Esq., Gas and Water laid on.

Apply to **T. G. LINSTAD.** Hongkong, February 23, 1877.

TO BE LET.

THE PREMISES No. 33, Queen's Road, at present in the occupation of the BERNARD COMPANY.

TURNER & Co. Hongkong, February 6, 1877.

TO LET.

HOUSE No. 7, Calma Road, lately occupied by Mr. PARKER.

House No. 10, Albany Road, at present occupied by the Rev. R. H. KIDD.

House No. 11, Seymour Terrace, at present occupied by Mr. N. J. EBB, furnished or unfurnished.

DAVID SASSOON, SONS & Co. Hongkong, February 15, 1877.

TO LET.

THE Upper Portion of Nos. 42 and 44, Queen's Road.

Apply to **DOUGLAS LAFFRAK & Co.** Hongkong, November 17, 1876.

HONGKONG MARKET PRICES.

Corrected to Saturday, February 17, 1877.

At 1090 Cash per Dollar Mexican.

Exchange Rates.

Butcher Meat.

Bacon, English, lb. 450 400

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